TABLE 1: SIP EVALUATION FACTORS

PRODUCTIVITY (50% OF TOTAL WEIGHT)

Evaluation Factor	Measure	Weight

Existing Population	Local Routes: Measure based on 2010 population density by census block within 1/4 mile of boarding section of a route.
	  High= More than 10 persons per acre
	  Medium= 5-10 persons per acre
	  Low= Less than 5 persons per acre
		20 pts

	Commuter Express Routes: For routes that are only served by a park and ride, measure is based on 2010 population count of the census blocks included in facility's travelshed. For routes with only a local pick-up segment, measure is based on 2010 population count of the census blocks within 1/4 mile of the origin section of the route. For routes with both a park and ride and a local pick-up segment, this measure includes both the 2010 population count of the census blocks included in facility's travelshed and within 1/4 mile of the origin section of the route. Reverse commute express routes are not evaluated.
	  High= More than 100,000 persons
	  Medium= 50,000-100,000 persons
	  Low= Less than 50,000 persons
		20 pts

Existing Employment	Local Routes: Measure based on the job density within 1/4 mile of the boarding section of a route.
	  High= More than 30 jobs per acre
	  Medium= 10-30 jobs per acre
	  Low= Less than 10 jobs per acre
		10 pts

	Commuter Express Routes: Measure based on the job count within 1/4 mile of the destination section of a route.
	  High= More than 60,000 jobs
	  Medium= 20,000-60,000 jobs
	  Low= Less than 20,000 jobs
		10 pts

Job Concentration Areas	Measure based on the number of Thrive MSP 2040 Job Concentration Areas along the boarding section of a local route or destination section of a commuter express route. Major Concentrations= 3 pts. Regional Concentrations=2 pts. Sub-regional Concentrations=1 pt.
	  High= More than 5 points
	  Medium= 3-5 points
	  Low= Less than 3 points
		10 pts

Productivity per In-Service Hour (Productivity)	Measured in proportion to regional standard for service type.
	  High= Above regional **system** average for service type
	  Medium= Above regional average **standard** for service type
	  Low=Below regional average **standard** for service type
		25 pts

The "regional system average" is calculated as the total passengers across all routes divided by the total number of in-service hours. The "regional route average" is calculated as the sum of the passengers per in-service hours for each route divided by the total number of routes.		

Subsidy per Passenger	Measured in proportion to regional standard for service type.
	   High= Better than 75% of the regional **system** average for service type
	   Medium= Better than 150% of regional route average for service type
	   Low=Worse than 150% of regional route average for service type
		20 pts

The "regional system average" is calculated as the total subsidy across all routes divided by the total number of passengers. The "regional route average" is calculated as the sum of the subsidy per passenger values for each route divided by the total number of routes.		

Intersection Density	Number of intersections per route mile within 1/4 mile of boarding section of route. Factor does not apply to commuter express routes. Intersections are weighted based on the number of street directions that come together: 5 or more directions=3pts. 4 directions=2 pts. 3 directions=1 pt.
	   High= More than 80 intersections per route mile
	   Medium= 50-80 intersections per mile
	   Low= Less than 50 intersections per mile
		10 pts

SOCIAL EQUITY (25% OF TOTAL WEIGHT)

Evaluation Factor	Measure	Weight

Low-wage jobs	Measure based on the count of jobs paying less than $40,000 annually within 1/4 mile of the boarding section of a local route or within ¼ mile of the destination section of a commuter express route.
	   High= More than 26,000 jobs
	   Medium= Between 13,000-26,000 jobs
	   Low= Less than 13,000 jobs
		20 pts

Service to Low-Income Populations	Measure based on comparison of population within 1/4 mile of boarding section of a local route or within 1/4 mile of origin section of a commuter express route served by proposed service improvement to the overall population within Metro Transit service area. Routes that are served only by a park and ride will score a low.
	   High=Percentage of low-income persons exceeds 150% of average for Metro Transit service area
	   Medium= Percentage of low-income persons exceeds service area average (100%-149%)
	   Low= Percentage of low-income persons is lower than service area average.
		20 pts

Metro Transit service area average is 11.3%		

Service to Persons of Color	Measure based on comparison of population within 1/4 mile of boarding section of a local route or within 1/4 mile of origin section of a commuter express route served by proposed service improvement to overall population within Metro Transit service area. Routes that are served only by a park and ride will score a low.
	   High=Percentage of persons of color exceeds 150% of average for Metro Transit service area
	   Medium= Percentage of persons of color exceeds service area average (100%-149%)
	   Low=Percentage of persons of color is lower than service area average.
		20 pts

Metro Transit service area average is 27.7%		

Service to Disabled Populations (Age 5 and older)	Local Routes: Measure based on comparison of population within 1/4 mile of boarding section of a local route or within 1/4 mile of origin section of a commuter express route served by proposed service improvement to overall population within Metro Transit service area. Routes that are served only by a park and ride will score a low.
	   High=Percentage of disabled persons exceeds 150% of average for Metro Transit service area
	   Medium= Percentage of disabled persons exceeds service area average (100%-149%)
	   Low=Percentage of disabled persons is lower than service area average.
		20 pts

Metro Transit service area average is 9.7%		

Auto availability (Age 16 and older)	Local Routes: Measure based on comparison of population age 16 or older without a vehicle within 1/4 mile of boarding section of a local route or within 1/4 mile of origin section of a commuter express route served by proposed service improvement to overall population age 16 or older within Metro Transit service area. Routes that are served only by a park and ride will score a low.
	   High= Percentage of persons without a vehicle exceeds 150% of average for Metro Transit service area
	   Medium= Percentage of persons without a vehicle exceeds service area average (100%-149%)
	   Low = Percentage of persons without a vehicle is lower than service area average.
		20 pts

Metro Transit service area average is 22%		

SYSTEM CONNECTIVITY (25% OF TOTAL WEIGHT)

Evaluation Factor	Measure	Weight

New Populations Served	Measure based on the number of people served by a new route or extension of an existing route within 1/4 mile of boarding section of a local route. For commuter express routes that are only served by a park and ride, measure is based on the 2010 population count of the newly served census blocks included in facility's travelshed. For commuter express routes with only a local pick-up segment, measure is based on 2010 population count within 1/4 mile of the origin section of a new or extended route. For routes with both a park and ride and a local pick-up segment, this measure includes both the count of the newly served census blocks included in facility's travelshed and within 1/4 mile of the origin section of the new or extended route. Reverse commute express routes and projects that do not serve new areas will not be evaluated.
	   High= More than 10,000 persons
	   Medium= Between 5,000-10,000 persons
	   Low= Less than 5,000 persons
		20 pts

Key Destinations Served	Local and Reverse Commuter Express Routes: Measure based on the number of key destinations served within 1/4 mile of boarding section of a route. Commuter express routes are not evaluated. 1 pt. per destination. Due to the high concentration of destinations, the U of M and downtown Minneapolis and St. Paul will receive a group score for these areas. Downtown Minneapolis=50pts. Downtown St. Paul= 30 pts. U of M= 15 pts. (based on relative number of key destinations)
	   High= More than 160 points
	   Medium= Between 80-160 points
	   Low= Less than 80 points
		15 pts

Connecting Routes	Local and Reverse Commuter Express Routes: Measure based on the number of transit routes served along the boarding section of a route. Commuter express routes are not evauluated. 1 pt. per connecting route. Due to the high concentration of destinations, the U of M and downtown Minneapolis and St. Paul will receive a group score for these areas. Downtown Minneapolis=6pts. Downtown St. Paul= 3 pts. U of M= 2 pts.
	   High= More than 24 points
	   Medium= Between 12-24 points
	   Low= Less than 12 points
		15 pts

Educational Institutions	Measure based on the number of Thrive MSP 2040 Educational Institutions within 1/4 mile of the boarding section of a local route or within 1/4 mile of the destination section of a route.. Educational Institutions are weighted by the number of completers: > 1000 completers=3 pts. 500-999 completers=2 pts. <500 completers = 1 pt.
	   High= More than 6 points
	   Medium= 2-6 points
	   Low= Less than 2 points
		10 pts

Off-peak, Span of Service, Reverse Commute	Measure based on whether a project provides additional off-peak service, widens the span of service, and/or includes reverse commute service. 1 pt. per improvement category.
	   High= 3 points
	   Medium= 1-2 points
	   Low= 0 points
		10 pts

Weekday, Saturday and Sunday scores are assigned separately, then a combined score is determined. When scores differ by service day, the overall score is generally the weekday score. If however, the weekday score is lower than the weekend but close to the threshold between scores, the overall score may instead be the same as Saturday or Sunday.

Downtown Minneapolis and St. Paul are defined by the downtown zone boundaries. The U of M- Minneapolis campus is defined as the area on the East and West Bank owned by the University.

For commuter express routes, "origin" is defined as the home-based section of the route and "destination" is the employment or school-based section of the route. "Travelshed" is defined as a 2.5 mile buffer surrounding the park and ride in all directions.

For measured evaluated using a buffer, if any part of the TAZ, block or block group is included then the whole geographic unit is included.